uds. New-Haven,

## CORPORATION NOTICES

Ninth alivets. All persons whose intrests are affected by the above named Assessments, and who are opposed to the same, or either of them, are requested to present their objections, in writing, to the undersigned, at their office, No. 4 Hall of Records, within their objection, which is the same of the objection of the objection

CORPORATION NOTICE. Public notice is hereby given, to the CORPORATION NOTICE.—Public notice is hereby given, to the hopeword or assignment of all houses and bids, hopeword or unimproved them, affected thereby and the compared the hopeword or unimproved them, affected thereby assistant that are locked in the office of the former of the threat of the same and th

DEFARTMENT OF REPAIRS AND SUPPLIES.—TO BUILD, mesoner of Repairs and Supplies, basement, No. 12. and the other of the commesoner of Repairs and Supplies, basement, No. 12. and the continues of the part and Supplies, basement, No. 12. and the continues of the part and supplies, basement, No. 12. and the continues of the part of t

CROTON AQUEDUCT DEPARTMENT, Rotunda, Faik, Nov. 20, 1820.—CORPORATION NOTICES—Public botton is hereby given, that a putting his hereby green, the appropriate of the Board of Abermine for sewer in evenue A from the north bise of 16th st. to the sewer in 18th. All persons interested in the above, having objectious thereto, are requested to present the same in writing, to the Contract Clerk, at tais office, on or before Saturdy, 20th inst. NICHOLAS DEAN, President Creton Aqueduct Department g

CROTON AQUEDUCT DEPARTMENT, Rotunds, Park, Nov. 19, 1881. CORPORATION NOTICE—Public nation is hereby given, that a petition has been presented in the Board of Alberman for a sewer in Prince at from Marion to Crosby ats. All persons in term ted in the above having objections thereto are requested to present the sense in writing, to the Engineer at this office, on or before the Sphi mat. NICHOLAS DEAN, President Croton Aqueduct Department.

CROTON AQUEDUCT DEPARTMENT, Rotunda, Park, NOT 11, given, that pentium is a more required to the process of the pentium in the force is hereing given, that pentium have been presented in the floar as hereing for a sewer in Thirty eighth street, from the floar gighth street, for a sewer in the pentium in the floar gighth street, and also for a sewer in The best floar from Madoon vessure to connect at the pentium of the floar pentium in the pentium in th

CROTON AQUEDUCT DEPARTMENT.—Rotunds, Park, Nov 18
18to —Corporation Notice.—Public notice is hereby given, that a sewer in Thirty auth effect from Severall avenue, to connect a petition has been presented in the Board of Alfermen for with sewer in Eighth avenue. All percents interested in the above, having objections thereto, are requested to present the same in write the contraction of the contract of the cont mg. (stating their extent of interess and Chet, at this office, on or before 25th inst. NICHOLAS DEAN, Pres't Croton Aq.Dep't.

CRUTEN AQUEDUCT DEPARTMENT, Rotunds, Park, Nov. 18-7580—CORFORATION NOTICE—Public notice in hereby press, that a perhaption is been presented in the Board of Addersing for a sever in springed, from Broadway to Thompson-X. All persons interested in the shows having objections thereto are registed to priming the sub-side and principles of the Contract Clerk at this offset, on which to the Contract Clerk at this offset, on the Contract Clerk at this

CROTON AQUEDUCT DEPARTMENT, Rotunda Park, November Oils, 1890 Corporation Notice—Public notices as hereby given that a pertion has been presented in the Board of Alderman for a sever in Theater alley, from the Sewer in Annet, to a point about 200 feet east from Annet. All perfons interested therein having objections thereto are requested to present the same in writing, stating their states to interest and address to the Contract Clerk, at this offices, on or before 25d inst.

BIGHOLAS DEAN.

President Croton Aqueduct Department.

TREAT DEPARTMENT, No. 4 HALL. OF RECORDS.—PulSTREET DEPARTMENT, No. 4 HALL. OF RECORDS.—PulNe cotice is hereby give, that pertures have been by sea mid in
the Board of Aldermen to regulate increase and reset curb and gater
in St. Mark. Spide. set ween in a mid 3d axe. To no stablesh a mediant
grade in time as ich and W salamption is. Persons interested, the sing
of jettors to the sail e., and she and to present them in writing at the
Street Commission in Disc., one of by the air day of Domember text.

- Key (1, 180 [mi]) JOHN T. DODGE, Street Commissioner.

## CALIFORNIA.

FIRST VESSEL, FOR SACRAMEN-

PER STEAMER OHIO, on Tuesday

GREGORY'S CALIFORNIA PACK-TUESDAY, 30 Nov. at 5 PM.—By the above conveyance a Special Messenger will be dispatched from this office, being charge of parcels, Packages, and Express matter of every description. The arrangements of this Express being of the most per-fect description, all business entrusted to it will meet with prompt dispatch. Slippers will please take notice that all reight by this time is forwarded up the Charc's river in flat bottomed American boats, the great risk of loss, or damage

WITHOUT DETENTION at PANAMA.— The United States Mail Steamship Company will dispatch the spice lid double-engine steamship Office. F. Schenck, U.S. Navy, Commander, on Tuesday, Nov. 25, at 3 o'clock, P.M. from the pier foot of Warrens. North River, with the Givernment Mails and passengers for San Francisce and netrmediate ports.

rement states and passengers mediate ports e connection at Panama will be carefully kept up, and e connection at Panama will be carefully kept up, and The books are now open, and passage can be secured at

O CALIFORNIANS .--- IMPOR-

TANT REDUCTION IN THE PRICE OF PASSAGE FROM PANAMA TO SAN FRANCISCO.—The new splendid Double Engine Steamship.

Lieut. S. B. Bissell, U. S. N. Commander, will leave Panama for San Francisco on the 15th Dec., next in season for passengers from hence by the steamers of 25th and 25th inst.

The Constitution was built under the same superintendence as the Caroline and the Union, whose admirable accommodations and fine sailing qualities are well known. She is fitted out with stores of a superior order, and neither pasts nor liberality will be spared to give passengers every settification.

Price of passage from Panama to San Francisco:

Let Comm.

PACIFIC MAIL STEAMSHIP COM-

PACIFIC MAIL STEAMSHIP COMPANY.—The public is informed that under the arrangements of this Company, steamers inspected and approved by the Navy Department, and carrying the United
States Mails will continue to leave Panama and San Francisco on the first and fifteenth days of each month, unless
detained by unavoidable accident or the non-arrival of the
Mails at Panama. The Steamers of the first of the month
will touch at Acapulco, San Blas, Mazatlan, San Diego and
Monterey. The Steamers of the fifteenth of the month will
touch at Acapulco, but no other Mexican ports.

The new steamship COLUMBIA will ply regularly after
her arrival in the Pacific, between San Francisco and ports
in Oregon, awaiting at the former port the arrival of mails
and passengers from Panama, and returning without delay
with mails and passengers for the following steamer from
San Francisco. A regular line of propeliers will be kept up
for the transportation of freight and transient passengers
between Panama and San Francisco.

The connection in the Atlantic will be maintained by the
Steamships EMPIRE CITY, leaving New-York on the
Bith, and CHEROKEE, leaving New-York on the 28th of
each month, for Chagres. A third boat will also be kept in
New-York as a spare steamer.

The new steamships CARIBBEAN and PHILADELPHIA will furm a direct line between New-Orleans and
Chagres, leaving at such periods as will insure as little
detention as possible on the Istimus, and forming, with the
Pacific steamships, a THROUGH LIN'S to and from NewOrleans and ports in Mexico, California and Oregon.

THROUGH TICKETS for any month can be secured on
application to the Company, 51 South-st New-York Apphications for passage from New-Orleans and the place of the passage from New-Orleans as hould be made
to ARMSTRONG, Lawrason & CO. Agenta, as that
place.

to ARMSTRONG, LAWRASON & CO. Agenta, at that

CHAGRES, ISTHIMUS HOTELS. GORGONA FANAMA THE IRVING HOUSE, at Chagres, I Wallace W. Williams, assisted by Hugh Miller.
THE PANAMA BAILROAD HOTEL, at Gorgona, under the management of A. B. Miller and J. F. Conger.
THE AMERICAN HOTEL, at Cruces, under the management of E. R. Folger and H. Miller, Jr.
THE UNITED STATES HOTEL, at Panama, under the management of Adrian B. Miller.

# TRAVELING.

PEGULAR MAIL LINE between BOSPROVIDENCE-Inland route, without ferry, change of
cars or baggage! The steamers of yanders without ferry, change of
cars or baggage! Yanders without ferry, change of
cars or baggage! Yanders with the Steamers of Yanders with the Steamers of Yanders with the Steamers of Yanders New York daily (Sundays
excepted) from Pier 2, NR first wharf above Bulzery-places,
at 4 o'clock P.M. and Stonington at 8 P.M. or upon the arrival of the Mail Train from Boston
These steamers were built expressly for the route, and are
in every respect particularly adapted to the navigation of
Long Island Sound. The accommodations for passengers are
commodious and comfortable—the officers capable and experienced.
The route being the shortest and most direct between
Boston and New York, passengers are enabled to acrive
in ample time for the morning lines of steamboats and
railroads ranning to various points from those cities.
The & VANDERBILT willleave New York on Tuesday,
Thursday and Saturday. Leave Stenington on Monday,
Wedneeds's and Friday.
The COMMODORE willleave New York Moeday, Wedneedsy and Friday. Leave Stonington Tuesday, Thursday
and Saturday.

and Saturday.

N. B.—Passengers, on the arrival of the steamers at Stonington proceed immediately in the splendid railroad cars to Providence and Boston. A bag gage-unster accompanies each train to and from Boston. For passegg berths, state-rooms or freight applications may be made to the Agents on the wharf, and at the office, 10 Battery-place.

NEW-YORK & NEW-HAVEN RAIL-

port and Housalonic and Naugatuck Railroads, New-Haven, Hartford Springfiele Worcester and Boston 5, Accommodation Train at 4 P.M. for New-Haven and all 

Passengers are requested to procure tickets before takin seats in the Cars. [17 if ] R. S. MASON, Sup't

NEW-YORK and ERIE RAILROAD— NEW ROUTE to BUFFALO and the WEST—Fail Arrangement—Leave New-York for Binghamton, Elmira, Cornins, II or mellaville, Geneva, Rochester, Buffalo and in-termediate places daily, by steamboats THOMAS

MAY AND MAIL TRAIN—At 7 A.M. stopping at all the stations, arriving at Corning the same evening at 10 15 o'cik. Way Train at 4 P.M. for Otisville and all intermediate

Passengers for Oswego, Syracuse, Auburn, Geneva, Rochester and Ruffalo, will find this the most pleasant, comfortable, and cheapest route.

MORRIS and ESSEX RAILROAD.—
passenger Trains UP.—Leave New-York foot of Corlino at 8 30 a.M. and 3 30 P.M.; Leave Newark 9 15 a.M. and 4 15 P.M.

FOR BOSTON, via NEWPORT and

FOR BOSTON, via NEWPORT and FALL RIVER.—By the splendid and superior steamers BAY STATE and EMPIRE STATE, of great strength and speed, particularly adapted to the marigation of Long Island Sound, ranning in connection with the Fall River and Old Colony Railroad, a distance of 88 miles, to Boston only Leave pier SNR, near the Battery.

The steamer BAY STATE, Capt. Wm. Brown, on Tuesdays. Thursdays and Saturdays, at 4 P.M.

The steamer EMPIRE STATE, Capt. Bend. Brayton, os Mondays. Wednesdays and Fridays, at 4 P.M.

This line is the only one thair runs direct for Newport.

These steamers are fined with commodition state-rooms and every arrangement for the security and comfort of passengers, who are afforded by this route a night's rest as board, and on arrival at Fall River proceed per railroad, reaching Boston early the following morning, or can remain on board, setting their breakfast if wished for, until the starting of the accommodation train at a quarter before 1 o'clock, A.M., which reaches Boston at about 90 clock, A.M. A baggage-masier is stanched to each steamer, who receives and tickets the baggage, and accompanies the same to its destination.

The rates for passage and the price of state-rooms tas

A baggage-maser is managed and accompanies the same ceives and takets the baggage, and accompanies the same to its destination. The rates for passage and the price of state-rooms the same as by other lines. A steamer runs in connection with this line to and fross Froight to Boston is taken at the same rates as by the other regular lines, and forwarded with greater expedition by sa Express freight train, which leaves Fall River every morning (Sunday excepted) at 8 o'clock for Boston and New-Sedford, arriving at its destination at or about 11 A.M. For freight apply on board, or at the office on Pier 3 N.A. For state-rooms or berths apply on board, or if it is dearred to secure them shead, application may be made to

o secure them ahead, application may be made to jeley TISDALE & BORDEN, Agents, 76 and 71 West-51, FOR KEYPORT and Fort Hamilton. The steamboat CHINOARORA leaves Chambers at, pler daily, (Sundays excepted.) at 2 P.M.; returning, leaves Keyport at 9 A.M. landing at Fort Hamilton each way. 020 Sun?

NEW-YORK and STATEN ISLAND. M. Leave States Island at 8 and 10, A.M. and 2, 4 and 5, M. Leave States Island at 8 and 10, A.M. and 124, 3 and P.M.

TRAINS.-Leave Dover 3 A. M. and New-York

NEW-YORK and CHARLESTON
STEAM PACKET LINE.—NEW AREINGEMENT—
Scenarish D. Southern New Capt. J. Dickinson, will con-

WILLIAMSPORT AND ELMIRA

Change of Hours, commencing Sept 23

I PAMLAPO and PATERSON and PATAFRSON and HUDSON RIVER RALIROADS.

Leave Sufferns depot at
10 octock A M
10 octock A M
10 octock A M
20 octock A M
30 octock A M Commutation Train at 0 NEW YORK
 Commutation Train at 6 16 A.M. from Bridgeport stopping at all the intermediate Stations.
 Accommodation Train at 7 A.M. for New-Haves, 2. Accommodation Train at 8. Accommoda

FOR HUDSON & INTERMEDIATE

way Trais at 7 in. which is a the property of the first Chester, Gusbea, Middletown, Olisville, Port Jervis, Ningharewsburgh, Hancock, Deposit, Lanesboro, Great Bend, Singhanton, and all the stations west of Singhanton, Passengers for Buffalo by this train proceed to Geneva, and take the train arriving at Buffalo same afternoon Passengers for Ithaca, Cavuga Bridge, and towns on Cavuga Lake, take the care of the Cavuga and Susquehanna Railroad at Owego, which leave finenciately on the arrival of the Frie trains. Passengers for Tloga and Lycoming courses, Pa, take the care of the Corning and Blossburg Railroad at Corning. Singss leave Narrowsburg, Haucock, Deposit, Lanesboro, Binghanton, Owego, Waverly, Elmira, Corning and Hornellsville on arrival of the trains.

TRAINS TO NEW YORK.

ARMENIA and SOUTH AMERICA, canning to and from Albary, and oncling at the usual fristmediate landings.

LEAVE NEW-YORK, GOING NORTH,
From the Office in Hidson-st near Chambers-at.
Al 7.A. M—For passeegers to Poughkeepste, stopping at all the way sonions.
Al 8.15 A. M—Express thain for Albany, stopping at Jonkers. Dobbs Ferry, Dearman, Tarrytown, Sing-Sing, Pickskill, Garrison's Coid Spring, Fishkill, New-Hamburgh, and connecting at Poughkeepsie with the ARMENIA or ALIDA, which will lead at Hyde Park Kingston, Tivoli, Maiden, Carskill, Hudson, Coxsocite, and Suversent, and arrive at Albany at 4.50 P.M.
At 12 M—For freight and passengers to Poughkeepste, stopping at all way stations.
At 2 P.M—For Passengers to Poughkeepste, stopping at all the way etalious.
At 4 P.M—Express train for Albany, stopping as Man-

Chester, Sufferia and Plermont, arriving in New-York at \$\frac{6}{2}\$ of clock A.M.

WAY TRAIN leaves Orisville at \$5.90 A.M. stopping at all the stations, and arriving in New-York at \$1.95 A.M.

NEWRITION BRANCH leaves Newburgh at \$5.20 A.M. and \$1.40 A.M. and

ting the cars: 3d, do not stand on the platforms.
OLIVER H. LEE, Superintendent.

LINE, FROM NEW YORK TO PHILADELPHIA—
he Line only will be run until further notice—leaving New
ork, from Pier No. 1 North River, foot of Butkey place,
ly, Sandays excepted, by steamboat JOHN POTTER,
aptain John Simson, at 12 o'clock, for South Amboy,
here passengers will take the cars for Camden, stopping
the usual intermediate places, and arriving in Philadeldeabout F. M.

Second Class Cars. 2,00
Second Class Cars. 2,00
Third Class Cars. 1,150
Dinner provided on board steamboat John Potter.
Passengers for Freehold will take the Stage at Wests.
Fare from New York to Freehold, 37 cents.
Leaves by steamer TRANSPORT, Capt J. Gould, at 31 octock, P. M. Fare Sijds. So loss of baggage allowed each passenger, to be carried at the risk of its owner, but nothing will be received or considered as baggage except wearing apparel. [n2 tf] IRA BLISS, Agent.

STEAMSHIP OSPREY for CHAR-PASSENGER TRAINS DOWN.—Leave Newark 9 15
PASSENGER TRAINS DOWN.—Leave Dover 7 A. M. and 145 P. M.; Morristown 7 55 A. M. and 2 25 P. M.; Madison 745 A. M. and 2 40 P. M.; Summit. 1 to A. M. and 3 05 P. M.; Millettle 8 15 A. M. and 3 15 P. M.; Orange 8 35 A. M. and 3 55 P. M.; FREIGHT TRAINS.—Leave Down TEAMSHIP OSPREY for CHAR-LESTON, S. C.—The splendid steamship OSPREY, T. MARSHA Commander, will sail from wharf foot of Lombard-st, PHILADELPHIA, on Samrday, November 25d, at 10 octock, A. M. For freight or passage, having su-perior accommodations, apply at KINSLEY & CO. S. EX-PRESS, No. I Wail-st, corner of Broudway, where a plan of the ship may be seen and berths accured. Freight for this vesser-should leave New-York on Thursday, price 10 cents per cubic foot. PASSAGE S.D. For further infor-mation refer to E. LITTLEFIFLD, KINGSLEY & CO.'S EXPRESS.

Milicilie 115 A. M. and S.19 P. M.; Orange of S.A. M., and New-York
FREIGHT TRAINS.—Leave Dover S.A. M., and New-York
114 A. M.
Orange Horse Car.—Leave Orange 7 A. M. and 130
P. M.; New-York 1130 A. M. and 130 P. M.
Passengers by these trains are received and delivered each way at North and South Orange, Millytile, Sammit, Chatham, Madison, Morristown, Morris Plains, Danville, Rockaway and Dover.
At Dover, suizes connected with the A. M. passenger train leave for Suckasniny. Stanhope. Newton Hackettrain leave for Suckasniny. Stanhope, Newton Hackettrain and Hope, daily; Milford and Owego on Mondays, Wethreddays and Fridays, and for Sparia, Johnsonburg, Blairstown, Colimbia, Delaware Water Gap, Strongsburgh, continuing to the Lackawanna Works, passing through Bartonville, Stanhope. (Fa.) Smith's Tavern, Neaghesville, Oll-ton, Duminore, Hydle Park to Providence, on Thesdays, Thursdays and Saturdays, and returning meet the P.M. trains for New-York.
At Denville stages leave for Powerville and Boonton on the arrival of the A. M. and P. M. trains for New-York.
At Morristown stages leave on the arrival of the A. M. passenger trains for Memilian, Chester, Schooley's Mountain, Washington, Belvidere and Eastou, daily, and meet the P. M. train for New-York.
Also for Basking Ridge on the arrival of the P. M. train for New-York.
Also for Basking Ridge on the arrival of the P. M. train for New-York.
Passengers are to procure their tickets before taking their sents in the cars. Tickets will be received only on the day when purchased. The fares from each station where tickets are sold will be fire cents more when paid in the cars, than when paid for tickets at the several ticket offices. Passengers are to show their tickets to the conductor when required. 

For passage, having fine accommodations, apply to the PACIFIC MAIL STEAMSHIP COMPANY, n5 if

UNITED STATES MAIL LINE from CHARLESTON to HAYANA, vis SAVANNAH and KEY WEST.—The spier did steamship ISABEL, 1,000 tuns burden, commanded by Capit William Rollins, will commence her regular trips on Monday, Oct. 1, and vali regularlystrom Charleston. S. C. for Hayana on the lat and 18th of each mouth, and from Hayana to Charleston on the 8th and 8th of each mouth, and from Hayana to Charleston on the 8th and

From Charleston and Savannah to Havana, \$10 From Charleston and Savannah to Key West, \$30 For particulars, apply to
SPOFFORD, TILESTON & CO. 45 South-st.
In Charleston to M. G. MORECAL.
Agents in Havana, DRAKE, BROTHERS & CO.
Passengers leaving Havana by this ship can reach Bailmore by the land route the fifth day, or, by meeting the
steamer Southerner, reach New-York in same time.

77

FOR SHREWSBURY, LONG BRANCH, Ocean House, PORT WASHINGTON, MOUNT'S and BROWN'S DOCKS, (Moddetown.) and RED BANK.—The well-known steambout JOHN HART'CAPL A Haggerty, will leave west adde of Feck-slip Pier, East River, as follows:

NEW ARRANGEMENT to BRIDGE-PORT-FARE 50 cts.—On and after SATURDAY, NOVEMBER 16, 1850, the Steamer ROGER WILLIAMS, Capt Charles Weeks, will leave New-York, foot of Marhetet E. R. every Tuesday, Thursday and Saturday at 3 o'clock A.M. Returning, will leave Bridgeport from the Rairoad Dock every Monday, Wednesday and Friday at 8 o'clock A.M. Bridgeport and Rairoad Freight taken at the lowest rain. For Freight or Passage apply to the Captain on board or the Agent on the Wharf. 116 lm\*

Central Railroad of New Jorsey.

WINTER ARRANGEMENTS.—
Commencing MONDAY, New 4, 1859.—This Road extends from ELIZABETH PORT 55 miles to the WHITE HOUSE, N. J. reducing the starting between the ferminus of the Road and EASTON to 25 miles.

DOUGHKEEPSIE LINE of BARGES. DOUGHREEPSIE LINE of BARGES.

—The barge CLINTON Capt. Witste, every Monday;
EXCHANGI capt Rusearans, every Thursday; POUGH.
KEEPSIE, Capt. Hoffman, every Sauriday at 3 o'clock,
P M rune boot of Murray-et for passengers and freight.

The above barges are elegantly furnamed, with staterooms and spacious and comfortable chilans, and are expressly fitted up for the comfort and convenience of passengers, and arrive at Poughkeepsle in time for the stages
to Sharon, Pine Plains and New-Mifford.

For further information annive on board the barges, or to For further information, apply on board the barges, or to WILLIAMSON & VAIL, 164 West-st je21 6m

1850—Buffaio, Sandusky and Toledo Line Steamers:
1850—Buffaio, Sandusky and Toledo Line Steamers:
8ALTIMORE ... Capt J. W. Puttie,
QUEEN CITY ... Capt. Tims.
SUPERIOR ... Capt. Watts.
OHIO ... Capt. Watts.
OTROY ... Capt. Watts.
One of the above first class steamers will leave the dusky and Toledo dock touching at intermediate ports daily at 9 A. M. Passengers tickeded through from Buffalo to Cincinnatt. For freight or passage, apply on board, or to JOHN M. GRIFFITH, Agent.
my21 codtD1 ... Long Wharf and Ship Cenal, Buffalo

THANGE OF LOCATION .- On and

### FOR EUROPE.

FOR LIVERPOOL United States Mail Steam-ship ATLANTIC, Capt. Jas. West.—This Steam-ship will depart with the Mails for Europe positively on SATURDAY, 7th of December, at 12 o'clock, M. from her berth at the foot of Canals.

No berth secured till paid for.
All letters and papers must pass through the Post Office. For Freight or Passage, having unequaled accommodations for elegance or comfort, apply to EDWARK & COLLINS, 56 Wall st. The Steamer PACIFC will succeed the Atlantic, and sail December 21.

THE NEW-YORK and LIVERPOOL UNITED STATES MAIL STEAMERS.—The ships comprising this Line, are due
ATLANTIC Captain West, PACIFIC, Captain Nye,
ARCHIC, Captain Luca, BALTIC, Captain Nye,
ADRIATIC Capt Graton.
These ships having been outly by contract, expressly for
Government service, every care has been taken in their construction, as also in their engines, to ensure strongth and
speed, and their accommodations for passengers are unequalled for elegance and comfort.
Price of passage from New-York to Liverpool, \$180; exclineive use of extra size state-rooms, \$155; four Liverpool
to New-York, £35. An experienced Surgeon attached to
each ship. No Berths secured until paid for.
PROPOSED DATES OF SALLING.

PROPOSED DATES OF SALLING
FROM NEW-YOCK.

Surday, Nov. 16th, 1250
Saturday December 14th, 1250
Surday, Dec. 7th, 1250
Saturday, Dec. 21st, 1350
Saturday, December 23th, 1250
scinesday, Jan. 15th, 1251
Saturday, January 25th, 1851
edinesday, Jan. 29th 1251
Saturday, February 25th, 1851
edinesday, Jan. 29th 1251
Saturday, February 23th, 1851
edinesday, Feb. 26th, 1251
Saturday, March 22th, 1251
scinesday, Mach 12th, 1351
Saturday, March 22th, 1251
edinesday, Meh 12th, 1351
Saturday, March 25th, 1851
edinesday, Teb. 26th, 1351
Saturday, March 25th, 1851
Saturday, March 24th, 1851
Satu

No berth secured until paid for.
Freight will be charged on specie beyond an amount for personal expenses.
An experienced Surgeon on board.
All letters and newspapers must pass through the Post-Office.

Office.
For freight and passage apply to
E. CUNARD, Jr. 32 Broadway.
Freuch, German, and other foreign goods, ruceived and
brought in common with British goods.
Throughbills of leiting are given in Havre for New York.
After the 1st of April next the rate of freight by the
above steamers, from Liverpool, will be very materially
reduced.

12 ft's

NORLIVERPOOL-Packet Ship of the Tith November.—The spiendid Packet Ship GAR-RICK Capi. R. Adams, will sail as show ber regular day. For freight or passage apply on board at pier No. 14 East River, or to SPOFFORD, TILESTON & Co., 48 Southest.

TEA CULTURE IN SOUTH CAROLINA.—A late letter from Mr. Junius Smith states that he has letter from Mr. Junius Smith states that he has for the past two years kept a metereological table of the region of country adjacent to the Golden Grove Tea Plantation, as a means of establishing facts interesting to the cultivators of the Teaplant. He considers that the heat of Summer is far more to be feared than the cold of Winter, and requires more watchful care. He has shaded every young plant put out the first week in June, and so long as continued did not lose a single plant by the heat of the sun. The heat in South Carolina, he says, is never oppressive as in New-York. The young tea-plants from nuts planted on the 5th of June last, and those from China set out about the same time, and most of them still very small, do not appear to have sustained the very small, do not appear to have sustained the slightest injury, but are as fresh and green without any covering or protection as they were in September.

Lake Hurson Ore.—The Montreal Herald of the 19th says: The first cargo of this ore ever shipped for an European port, is now lying in the Canal Basin, on board the Minnesota, shipped for an European port, is now lying in the Canal Basin, on board the Minnesota, which our readers will remember was one of two yessels engaged to take the ore of the Montreal Compuny to Swansea. We believe that the Minnesota will also be the first craft of the burden commonly understood to constitute a ship, to pass from Lake Huron to the Ocean. Other craft have had the honor of making the first voyages from Lakes Ontario and Erie. Huron has its turn now, and doubtless Lakes Superior and Michigan will come in due course. We say the Minnesota will be the first, because we still hope so; but she has met with an unfortunate accident, that may possibly prevent the voyage even now. It appears that she took the ground at the entrance of the Lachine Canal, and received so much injury that it has been necessary to keep one pump going ever since. The Captain took measures to have a survey immediately on his arrival; but up to yesterday afternoon he had found it impossible to procure competent surveyors. The consequence of the accident may be either that she will discharge in Montreal or Quebec and be detained till Spring, or that, being put ashore, the mischler may be repaired, and the ship enabled to proceed.

The Minnesota is sohr rigged, of 250 tuns register; but capable of carrying 400 tuns of cargo, she is only half loaded with ore, and now draws she is only half loaded with ore, and now draws she is only half loaded with ore, and now draws are found in the days detention, on account of the breach in the days detention, on account of the breach in the Cornwall Canal, and the sard of tary boats. The Cornwall Canal, and the average voyage will not extwo vessels engaged to take the ore of the Montreal Company to Swansea. We believe that the Minnesota will also be the first crat of the borden commonly understood to constitute a ship, to pass from Lake Huron to the Ocean. Other craft have had the honor of making the first voyages from Lakes Ontario and Erie. Huron has its turn now, and doubtless Lakes Superior and Michigan will come in due course. We say the Minnesota will be the first, because we still hope so; but she has met with an unfortunate accident, that may possibly prevent the voyage even now. It appears that she took the ground at the entrance of the Lachine Canal, and received so much injury that it has been necessary to keep one pump going ever since. The Captain took measures to have a survey immediately on his arrival; but up to yesterday afternoon he had found it impossible to procure competent surveyors. The consequence of the accident may be either that she will discharge in Montreal or Quebec and be detained. The first victim was a person who arrived from Madison in the cars, on the 13th, and died that fingle in Montreal or Quebec and be detained. The first victim was a person who arrived from Madison in the cars, on the 13th, and died that night. J.S. Johnson, a colored barber, whoshaved the decased, was next taken, and died in four house of the Bruce Mines to Montreal, including 5 from the Bruce Mines to Montreal including 5 from the Bruce Mines to Montrea

It semething like these expectations should be realized, the whole voyage from these distant in hand ports to Kagland will occupy about 42 days.

Free Negroes in the District of Columbia.

far from decreasing, as was supposed, they have increased by several hundreds, since 1840. The proportion of increase, if I recollect, in this class of persons, is about 40 per cent. A considerable increase has also taken place in Georgetown.—The accessions to the number of free colored persons are somewhat greater.

"There are now about seven thousand of the latter in the district. It is e-minor to hear these latter speken of as alle and worthless, and a curse to the neighborhood in which they are found, and a charge upon public and private charity. These harsh and illiberal allegations are mainly untrue. As a class, they are orderly, quiet, and land. a proserrised class. Again, it is the, that they him ish more than their due numerical proportion of convicts for our jail and penitentiary; but the reason for that, also, is as discreditable to us as the fact is to them. Many acts, innocent in a white man, are crimes under the law in a black. Take as an example, the course pursued toward negroes who are seeking to earn a livelihood in so laborious and humble an occupation as porters about rail road depots. It seems to have been lately resolved to exclude them from that employment. I have myself been frequently appealed to by these poor creatures to protect them from the violence of ill disposed ruffines, who appear to be employed by more respectable persons, to insult, beat, and oppress them in every manner, while attempting in this way to earn a living The slightest resentment or resistance upon their part, in cases of even the grossest outrage, is sufficient to place their names on the criminal records. Here, too, as they are not permitted to work, they must, of course, in nany instances, take to dishonest courses to procure the means of life. What more effectual means could be devised to multiply the proofs of the idleness and worthlessness of the ten colored man.

pelied from the limits of the Corporation. We talk of Austrian and Russian barbarity, but what can be more barbarous and cruel than this order, proceeding from the Chief Magistrate of the capital city of the greatest and freest Republic on earth? Where are the poor men to go to? They cannot go to Virginia, for on the unwarrantable mutilation of the District, by the cession of Alexandria County to Virginia, some four years ago, it is currently, and I sunpose truly said, that most of the Potomac, by the operation of Virginia laws. They cannot flee to the other direction, for Maryland has laws against their ingress, and even when they have the means, they cannot travel on railroads, unless they are able to give heavy bends to secure the company against the liability on railroads, unless they are able to give heavy bonds to secure the company against the liability of conveying away a functive from slavery. What the alternative of a failure to give the required bond and security is, I do not know, but I do know that a like requirement, in almost any of the larger cities of the world, would place immense numbers of white men in the position of outcasts and criminals."

Taxes in Germany.

Beside the exaction of three years to serve in the landwehr or militia, and forty days' drill every year afterwards, each man in Germany is subject to a personal tax. Mr. Laing, in his late work on the "Social State of Europe," describes this system of taxation as follows:—"The kopfsteuer, head-tax, or poll-tax, on each individual of the working class, is a very oppressive direct tax. The working people are divided, for taxation, into five or six classes; each individual paying a poll-tax, higher or lower according to the class in which the tax gatherer or assessor thinks proper to place him. In Hanover, for instance, the tax on the day laborer of the lowest class is one dollar lequal to 4s.74d, per annum, payable by instalments monthly; and in this class fifteen days' wages, or about 6 per cent. of his average income, is fixed. ly; and in this class fifteen days' wages, or about 6 per cent. of his average income, is fixed as the maximum of tax on any individual. The tax on the highest class of working people is five dollars (23s. 14d.), while in the lowest it is one dollar. This is the system, with some variation in the classes and rates of tax in each class on which the poll-tax or kerjistener is levied in most parts of Germany. A trade-tax, or generobstuer, being a kind of income-tax on the supposed profits of the tradesman in every handieralt or branch of industry, and also a license-tax to exercise the trade; a journeymantax, levied on the class of journeyman according to their earnings; s shop-tax, or license to open a shop—are direct taxes on the continent workingman unknown to the workingman in our social shop—are direct taxes on the continent working—man unknown to the workingman in our social state. In civil as well as in military arrangements Prissia has been the model of almost all the other states of Germany. Her institution of the landwehr shows the pressure of this semi-military state of civilization and wellbeing, and her financial arrangements shows the pressure upon the common man of her other direct taxes on the people. In Prassia, by a cabinet order of the 7th August 1820, the taxes payable to the state were arranged and established under the following heads:—1st, Duties and consumption taxes on foreign goods: 2d, The sait tax; 3d, The stamp-tax; 4th, The tax on trades; 5th, The land-tax; 6th, The taxes on home-made spirits, malt, home-made wines, tobacco leaves of home growth; 7th, The tax on meal and meat (mahl and schlacht steur—literally, grinding and slaughtering tax); tax on meal and meat (mahl and screams seen-literally, grinding and slaughtering tax); and 8th, A class tax, where the mahl and schlacht taxes are not levied. The land-tax was fixed by this edict at one-fifth of the clear annual produce of the land; but the domain lands of the Crown, and those of the priv-ilexed Nobles are to pay one sixth only. The of the clear annual produce of the land; but the domain lands of the Crown, and those of the privileged Nobles are to pay one sixth only. The taxable population, and the rates to be levied, are divided into four classes:—lat. Certain large cities, 9 in number; 2d. Certain small towns, 132 in number; 3d. All towns with more than 1,500 inhabitants, and not included in the other two lists; 4th. All other small towns, and the country. The class-tax is not levied in those places subject to the meal and meat tax; which exemption includes the 9 cities and 132 towns named in the first and second lists. The class-tax is levied by a division of the people into six classes. The 1st class pays monthly for a whole household, four thalers (about 11s 9d sterling;) or, for a single person, two thalers (about 5s 10jd sterling.) The intermediate classes, between the highest and the lowest, pay proportionally less. The 5th class pays 4 groschen (about 5jd sterling) for a whole household permonth; or two groschen (about 2jd sterling) for a single person; and the 6th class, the lowest, pays one groschen (about 1jd sterling) per month for each person; but in this lowest class only three individuals in the same family can be charged with the tax. These personal taxes have to be paid within the first eight days of each month; and execution on the property insues on non-payment of the tax after three days notice of arrear, and imprisonment also for the debt. The meal and meat tax includes all corn or kinds of grain, beans, peas, &c. The 100 lb of wheat pays six groschen (about 5jd sterling); and no quantity under 100 lb can be ground. The meat tax is one thaler (about 2s are the second of the last are also and pays and the last are last as a constant as no challer (about 2s are last as one thaler (about 2s are last as a constant as a constant as no challer (about 2s are last as one thaler (about 2s are las